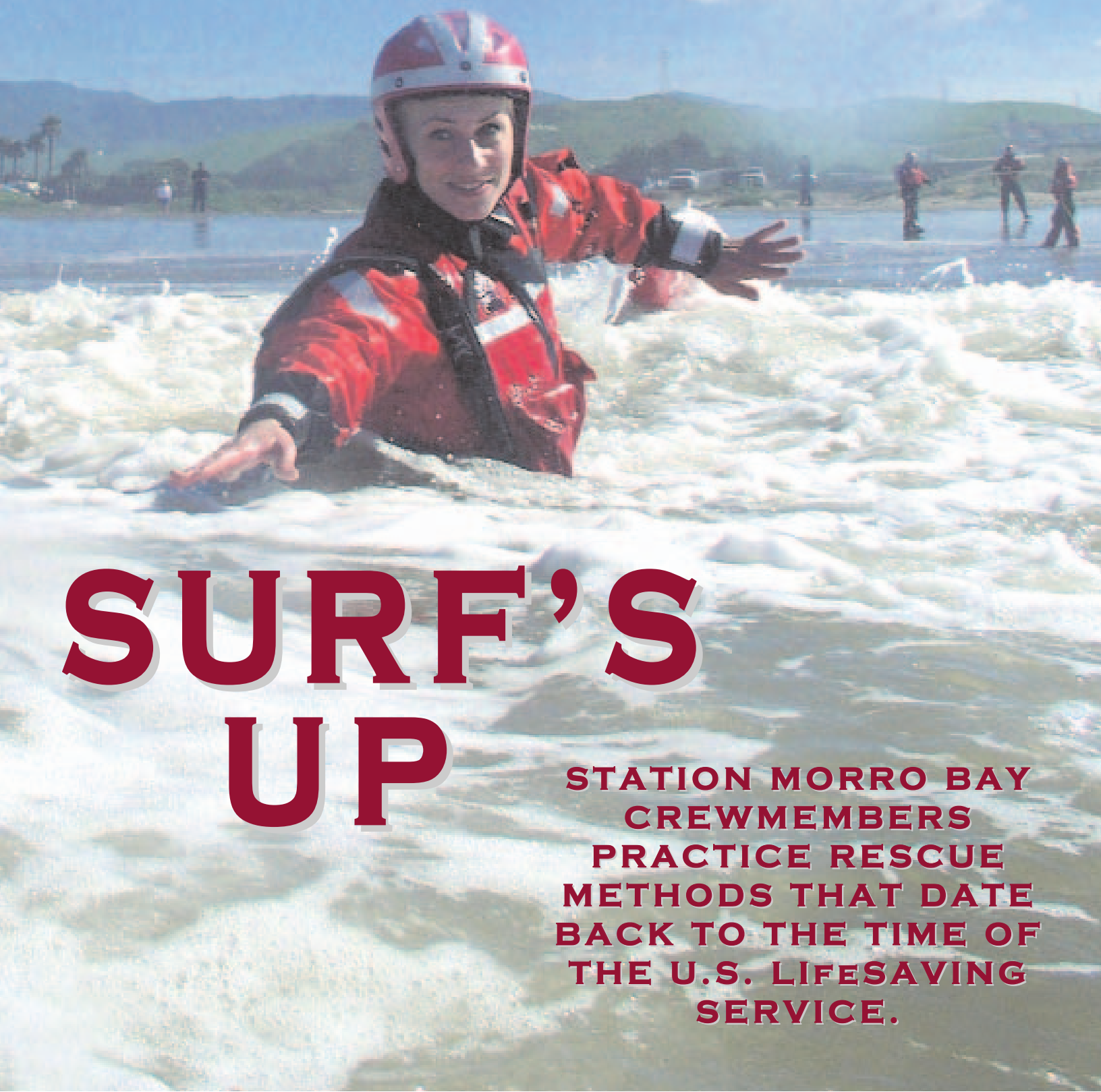


Coast Guard

Shield of Freedom



JUNE
2005



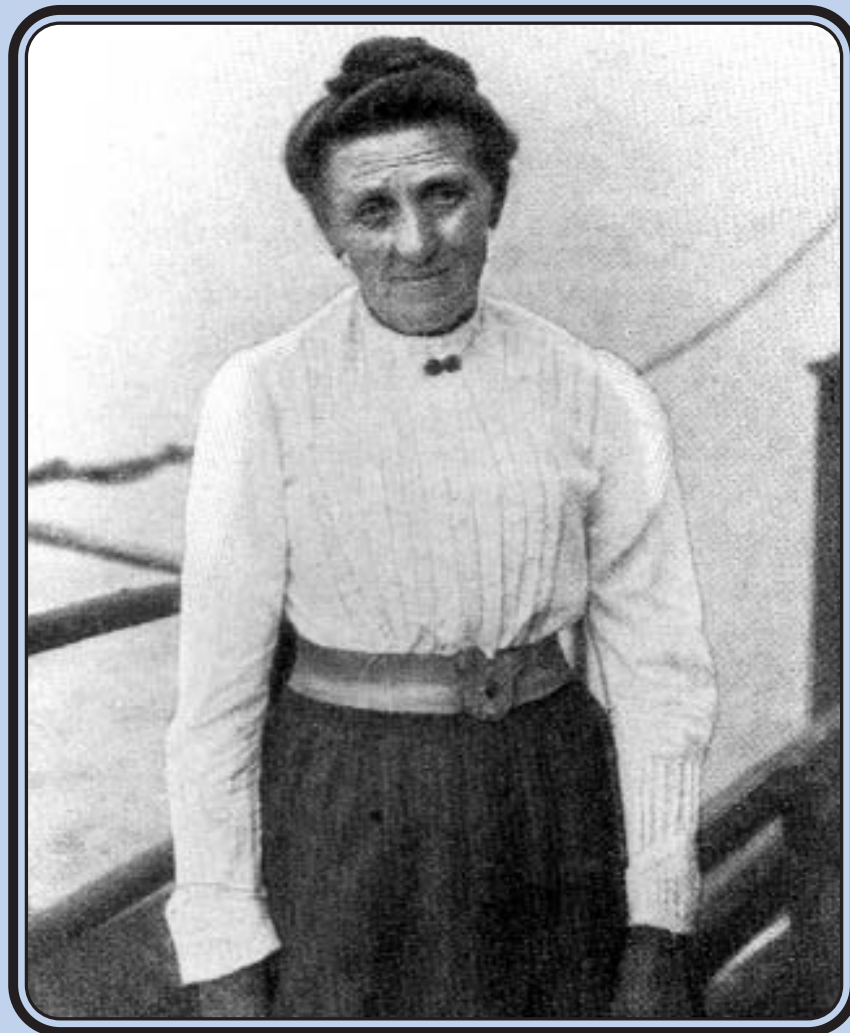
SURF'S UP

STATION MORRO BAY
CREWMEMBERS
PRACTICE RESCUE
METHODS THAT DATE
BACK TO THE TIME OF
THE U.S. LIFESAVING
SERVICE.

Heroes

The world's best Coast Guard

KATHERINE WALKER



Katherine Walker served as the keeper of Robbins Reef Light in New York City from 1886 to 1919 after her husband, the previous keeper, died of pneumonia. His last words to her were, "Mind the light, Katie."

Objections were raised when, at the age of 40, she applied for the job, because she was only 4 feet, 10 inches tall and weighed barely 100 pounds.

Several men were offered the job but turned it down due to the isolation. Time proved that she was not only good at the job of tending the light, but also excelled as a life saver on the reef, where she rescued approximately 50 people — mostly fishermen whose boats were blown onto the reef by sudden storms. She retired from service at age 73.

Story and photo courtesy of the Coast Guard Historian's office



Coast Guard



Homeland
Security

June 2005

U.S. Department of Homeland Security

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www.uscg.mil/magazine

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A Coast Guard Seaman's passion for helping brings joy to many underprivileged youth.



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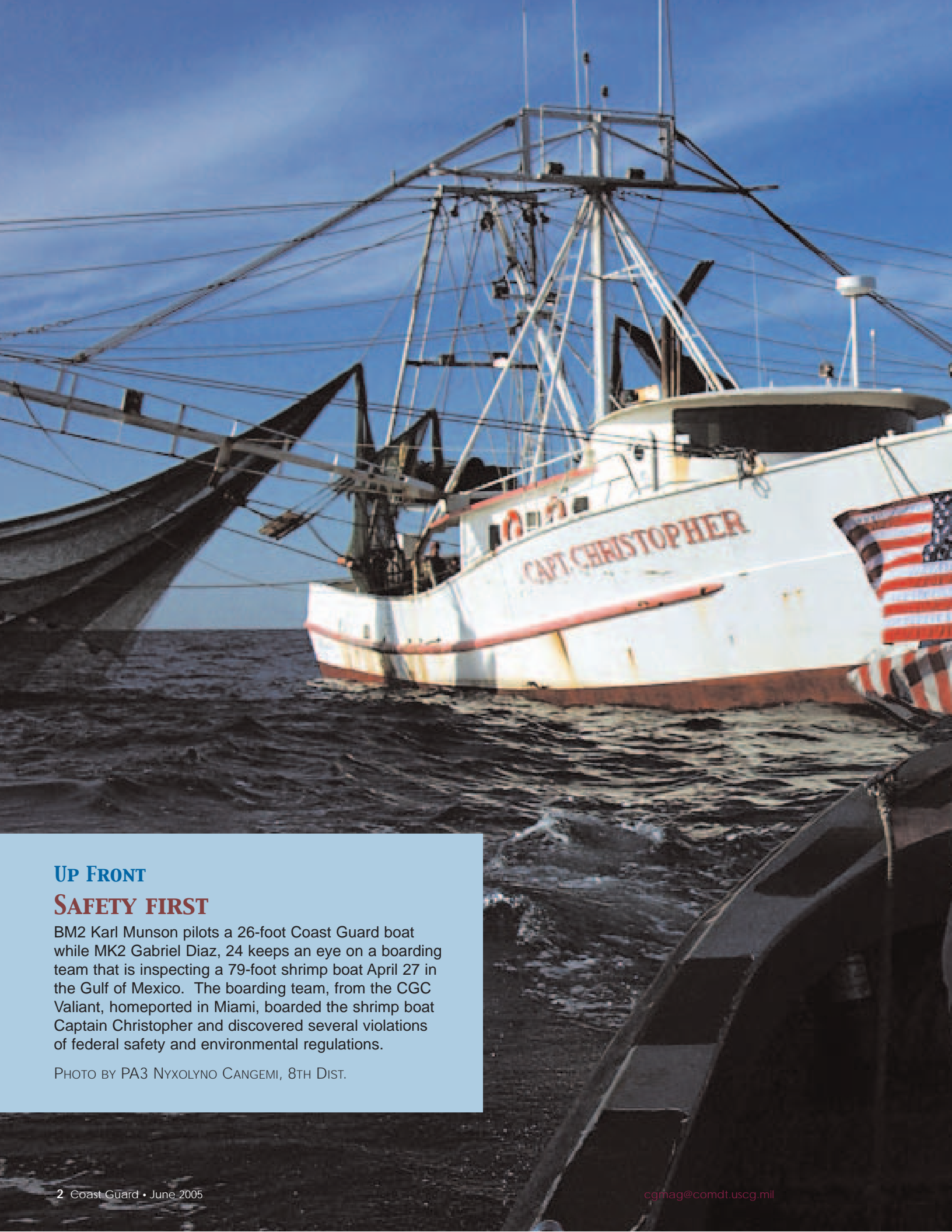
Seaman Precious Lipnlacki, from Station Morro Bay, Calif. swims through the surf as part of her boat crew qualifications Feb. 23. The station is one of only a few Coast Guard boat stations that still practice shore rescues.

Photo by PA3 Dave Hardesty
PADET San Pedro

TAKING THEM HOME

The CGC Dependable sits anchored in Port-au-Prince, Haiti, May 4, during the debarkation process of Haitian migrants. Migrants were transferred to the Haitian coast guard for repatriation.

Photo by PA2 John Edwards,
PADET Atlantic City



UP FRONT

SAFETY FIRST

BM2 Karl Munson pilots a 26-foot Coast Guard boat while MK2 Gabriel Diaz, 24 keeps an eye on a boarding team that is inspecting a 79-foot shrimp boat April 27 in the Gulf of Mexico. The boarding team, from the CGC Valiant, homeported in Miami, boarded the shrimp boat Captain Christopher and discovered several violations of federal safety and environmental regulations.

PHOTO BY PA3 NYXOLYNO CANGEMI, 8TH DIST.

UP FRONT





UP FRONT

WHIZ KIDS

ET3 Zachary Thompson (far left), Seaman Perry Shaw (top), ET2 Tim Manske (middle) and ET3 Moises Ruiz (far right) of the CGC Gallatin load the MK 15 Phalanx Close-In Weapons System for a live-fire exercise off the coast of Mayport, Fla., April 26. The "Sea Whiz" uses tungsten based rounds and can fire 77 rounds per second. The Gallatin, a 378-foot cutter, is homeported in Charleston, S.C., and is currently in Mayport for Tailored Annual Cutter Training.

PHOTO BY PA3 BOBBY NASH, PADET MAYPORT



Operation Panama Express scores big drug bust

ST. PETERSBURG, Fla., April 27 — The CGC Tornado delivered more than 5,000 pounds of cocaine and six suspected smugglers to agents from Operation Panama Express here today.

The drugs were seized from a smuggling go-fast vessel April 16, through a team effort by the Coast Guard, U.S. Customs and Border Protection's Office of Air and Marine Operations, and the Navy.

The pursuit began in the early hours when the go-fast was detected by a patrolling CBP AMO P-3 maritime patrol aircraft flying in support of Joint Interagency Task Force South, based in Key West.

JIATF South alerted the patrolling ships, USS Doyle, with Coast Guard Law Enforcement Detachment 408 embarked, and CGC Forward, directing them to attempt to stop the suspicious vessel.

The crew of the Doyle, using their embarked helicopter, pursued the suspect vessel while the crew of the Forward moved into position ahead of the fleeing go-fast. During the chase, the helicopter crew observed

the suspected smugglers jettisoning possible contraband overboard.

More than five hours after the chase began, with the Doyle's helicopter in pursuit, the Forward was able to move in position to issue warning shots in front of the go-fast vessel, which compelled it to stop.

Once stopped, a boarding team from the Forward was dispatched to the suspect vessel. The vessel was ultimately determined to be without nationality and subject to U.S. jurisdiction. The six people aboard, five claiming to be Colombian and one Mexican, were taken into custody and transferred to the Forward.

Meanwhile, the Doyle and its helicopter conducted a search for the jettisoned contraband, eventually recovering 77 bales of cocaine, weighing approximately 5,100 pounds.

The drugs, with an import value of more than \$160 million, represent the most recent seizure as a result of Operation Panama Express, a long-standing Organized Crime Drug Enforcement Task Force Investigation based in Tampa.

Members of the Operation Panama Express team include: U.S. Attorney for the Middle District of Florida, Coast Guard, JIATF-South, Immigration and Customs Enforcement, Drug Enforcement Administration, Federal Bureau of Investigation, Internal Revenue Service Criminal Investigative Division, Florida Department of Law Enforcement, and the Sheriff's Offices from Pinellas and Sarasota Counties.

With five months still remaining in Fiscal Year 2005, already more than 140,000 pounds of cocaine have been seized on the high seas.

The Forward is a medium endurance cutter homeported in Portsmouth, Va.; the USS Doyle is a guided missile fast frigate homeported in Mayport; LEDET 408 is from Tactical Law Enforcement Team South in Miami and the CBP AMO P-3 maritime patrol aircraft are based in Corpus Christi, Texas.

Story by Lt. Anthony Russell, 7th Dist. and photos by PA1 Danielle DeMarino, PADET St. Petersburg, Fla.



Left: Coast Guardsmen form a chain to offload 77 bales of cocaine from the CGC Tornado to Immigration and Customs Enforcement and Drug Enforcement Administration agents at Coast Guard Group St. Petersburg, Fla.

Below: The CGC Tornado with the crew of the CGC Shamal aboard prepare to moor up at Group St. Petersburg, Fla., to offload the recovered cocaine and suspects detained April 16.



Coast Guard

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PA2 Ron Spellman

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Spot News

BOSTON, May 3 — The Coast Guard airlifted a crewman from the 600-foot tanker vessel Horizon today in Boston Harbor, after he sustained an injury to his back. A rescue helicopter from Air Station Cape Cod was launched when the Coast Guard received an initial call from Boston EMS that Satyam Bagch, of India, was struck by the ship's gangway, fell and was unable to walk. Bagch, the chief mate aboard the Marshall Island's-flagged chemical tanker, was transported to Massachusetts General Hospital, Boston.

CORPUS CHRISTI, Texas, April 30 — A Coast Guard helicopter crew evacuated two children from the scene of an accident near Rivera here today. A helicopter from Air Station Corpus Christi joined efforts with HALO crews to respond to a rollover accident on Highway 285 at about 3:00 pm. The team conducted a medevac transport of a 2-year-old boy with head injuries and a 3-year-old boy with a broken right leg and other minor injuries. The children were transported to Driscoll Children's hospital.

MILWAUKEE, April 3 — Group Milwaukee and the Milwaukee Brewers major league baseball team are partnering to make boating safer on Lake Michigan, by rewarding those children under 13 who wear their lifejackets. During random Coast Guard law enforcement boardings that check for compliance with federal laws, boarding officers will be enforcing the 2003 federal law requiring children under the age of 13 to wear lifejackets. Children wearing their lifejackets will receive a certificate for a free Milwaukee Brewers ticket at any game during the 2005 season.

ALAMEDA, Calif., May 11 — The CGC Morgenthau, returned home here today after completing a 65-day patrol in the Gulf of Alaska and Bering Sea. The 378-foot high-endurance cutter and crew of 163 left in early March to perform domestic fisheries law enforcement, search and rescue, and homeland security missions.

SEATTLE, April 28 — The CGC Mellon, homeported here, arrived in Petropavlovsk, Russia today, mark-

ing the first time a Coast Guard cutter has visited the port in two years. The visit was made at the request of the U.S. ambassador to Russia, Alexander Vershbow, and Rear Adm. James Olson, commander of the 17th District, who were both in Petropavlovsk for a conference on joint U.S.-Russia fisheries management. The Mellon served as a platform for a reception hosted by Olson, at which Vershbow was the guest of honor. Officers from the Russian Army, Russian Federal Border Service, local dignitaries, U.S. Navy, U.S. Marine Corps, and U.S. Coast Guard were in attendance.

JUNEAU, Alaska, April 29 The CGC Naushon crew terminated a vessel's voyage near Kake, Wednesday for failing to have required safety equipment on board. During a routine marine safety inspection conducted by the Naushon boarding party, the 41-foot fishing vessel Zonta skipper operated the vessel without a Coast Guard approved buoyant apparatus or life raft. The Naushon crew escorted the Zonta to Petersburg, to meet safety requirements.



WebHot!

www.uscg.mil/hq/reserve/reshmpg.html

Are you separating from the Coast Guard in the near future? If so, have you considered continuing your Coast Guard career as a reservist? If so, the Coast Guard Reserve Web site is a must-see.

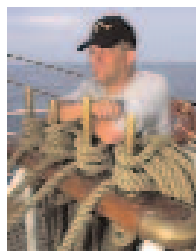
Did you know that as a reservist you would still be eligible for a number of benefits you receive as an active duty member? Click on the "benefits" tab to view a list of benefits including money for education, medical care, travel on space available flights, use

of mutual assistance and access to facilities including the commissary, exchange and gyms.

This Web site also has information on transitioning from active duty, drilling as a reservist, becoming a reserve officer and unique opportunities for a reservist to serve on active duty.

There are also guides to assist service members through the mobilization and demobilization process.

Be sure to do some surfing on the Reserve Web site if you are planning to separate from the Coast Guard. You may find benefits you never knew existed!



Think your Web site is unique? E-mail: jzettles@comdt.uscg.mil



FAR FROM HOME

AQABA, Jordan, April 18 — The CGC Munro, a 378-foot high endurance cutter homeported in Alameda, Calif., pulls into port here today. The Munro spent a few days conducting various exercises and drills with two Royal Jordanian navy patrol boats, as well as spending time with some children at a local orphanage.

U.S. Navy photo by
Lt. Cmdr. Gregg Lehocky

That was then, this is now...



PA2 DAVE MOSLEY, PADET CHICAGO

The newest Coast Guard cutter, a Great Lakes Ice Breaker, is launched from its cradle into the Menomonee River in Marinette, Wis., April 2. This new cutter, the Mackinaw, is a state of the art, 240-foot ice breaker/buoy tender, and is scheduled to be commissioned and added the Coast Guard fleet in late 2005.

NOW . . .

The newly commissioned CGC Mackinaw replaces its namesake, as well as the buoy tender CGC Acacia. The new icebreaking-buoy tender will be able to provide 15 days of continuous icebreaking support. It is powered by three Caterpillar diesel engines enabling it to break through 32 inches of level ice at three knots. To fulfill its buoy-tending mission, the ship has a 20-ton crane for lifting and servicing aids to navigation and a heated buoy deck. In addition, it is equipped with an oil spill recovery system and some of the latest technology that includes state of the art navigation, communication and security systems.

THEN . . .

The CGC Mackinaw, first commissioned in 1944, quickly became known as the largest, most powerful, most capable icebreaker in the world. Throughout its history, the Mackinaw has kept commerce moving on the U.S. northern bodies of water by keeping the shipping lanes open, worked to help free ice bound ships and transported international mariners to safety.

SOURCE: PA3 ALLYSON TAYLOR, 9TH DIST.

PACArea takes gold in ice hockey tournament

BOURNE, Mass. April 17 — The Pacific Area ice hockey team stopped the three-year winning streak of the Baltimore/Academy team by taking home the championship trophy for the first time in the 11th annual Commandant's Cup held in Bourne, Mass., April 15-16, at the Gallo Ice Hockey Arena.

Academy cadet Dewey Worker from PACArea, led the team to a championship victory with two goals and three assists. While BM3 Joe Duca, had a hat trick during the championship game, and



Lt. Luke Davignon, Baltimore/Academy, defends the puck from PACArea cadet Dewey Worker during the Commandant's Cup ice hockey game held in Bourne, Mass..

left-winger MST3 Andrew the game. Team PACArea Quandt scored two goals defeated Baltimore 10 to 3. and had an assist during Defenseman Lt. Luke

Davignon, and center, Lt. Ryan Hamel from Baltimore, each led their team with a goal and an assist.

Ten teams competed in the Commandant's Cup Ice Hockey Tournament including; Coast Guard Team's Boston, New England, 9th Dist. Knucklers, Baltimore/Academy, Headquarters, PACArea, Air Station Clearwater, 1st Dist., Pro Marionette and Atlantic Area.

Story and photos by PA3 Kelly Newlin, 1st Dist.

CITY CRUISING



NEW YORK, April 26 — The CGC Spencer, homeported in Boston, visits here for a mid-patrol break. The Spencer's crew spent four weeks conducting fisheries and homeland security patrols off the New York and New England coasts.

Photo by PA1 Mike Hvozda, PADET New York

Officer becomes first German to qualify on CGC Eagle's deck in 59 years

NEW LONDON, Conn., April 8 — Lt. Elmar Bornkessel, an officer in the German navy recently became the first German to qualify aboard the CGC Eagle in 59 years.

It has been 59 years since the Coast Guard claimed the German Naval Training Ship Horst Wessel as its own, changing its name to Eagle and giving it a home at the Coast Guard Academy in New London.

Bornkessel, a Frankfurt, Germany native, was serving as ship's navigator for the USS Leyte Gulf in Norfolk, Va., when he learned that the Eagle was in port there. Lt. Bornkessel had previously served aboard the Eagle's sister ship, the German Naval Training Barque Gorch Fock, and had always hoped to visit the cutter. While aboard the Gorch Fock, Lt. Bornkessel met and befriended Capt. Eric Shaw who has



German navy Lt. Elmar Bornkessel aboard the CGC Eagle.

since become the Eagle's commanding officer.

Bornkessel made arrangements with the USS Leyte Gulf to visit and ended up spending two weeks training and sailing with the officers, crew, and officer candidates, becoming the first German officer to qualify as an officer of the deck

aboard the Eagle since 1946.

"Given his previous assignment aboard the Gorch Fock, Lt. Bornkessel already possessed much of the knowledge and skill needed to qualify," said Shaw.

Bornkessel will complete his tour with the USS Leyte Gulf in 2007 and will likely be assigned as an operations officer aboard a German Naval Frigate. The next time he visits the United States, he hopes to attend the Naval War College in Newport, R.I.

Story and photo courtesy of CG Academy

SURF SAVIORS

THE HEROIC JOSHUA JAMES PERFORMED DANGEROUS BEACH RESCUES WHEN HE SERVED THE HISTORIC U.S. LIFESAVING SERVICE. TODAY, STATION MORROW BAY PRACTICES THE SAME UNIQUE RESCUE METHODS.

STORY BY PA3 NATHAN HENISE, PADET SAN PEDRO

MISSION IMPOSSIBLE

Right: MK2 Keith Madle tends a line for a surface swimmer at Station Morro Bay, Calif. The raised line is attached to the swimmer and is kept out of the surf to lower drag.

Opposite Page: Crewmembers from Station Morro Bay train for beach rescues in surf reaching heights of 10 to 12 feet high.





The crewmembers of Station Morro Bay are from one of the few units that train and perform the dangerous duty of beach rescues. This unique rescue method dates back to the time of Joshua James of the U.S. Lifesaving Service.

Back in the days of Joshua James and stations like Pea Island, this method of rescue was common and often used as a primary method of rescue. The crew of Station Morro Bay now uses this method as a secondary means of rescue, not a primary.

This rescue technique proved to be a true lifesaver when a storm raging off the coast of California Jan. 7 put two persons aboard a sailboat in peril. The two were swept overboard and into the turbulent waters of San Simeon Bay after a 47-foot motor lifeboat crew from the station was unable to rescue them due to heavy surf conditions.

At this point, it became apparent that a shore-side rescue was the next best option. Acting as a surface swimmer and a line tender, two station crew members, along with personnel from North Coast Ocean Rescue, were able to rescue one of the mariners. Two members of NCOR also were assisted during the incident.

"I tell my crew to use the 'row, throw, and go.' First thing is send out a 47-foot motor life boat, that is the row part since we don't have row boats anymore; second is throw, meaning throw out a life-ring; and then if those two don't work, we use a surface swimmer from the beach as the go part," said BMCS Michael Saindon, Officer in Charge of Station Morro Bay.

"We use this as a tool, a tool that if needed, we can bring out and use," Saindon continued.

Prior to a training session, the crew gathers to receive a briefing of the weather and water situation at the training site. This training is conducted several times a year.

"The crew takes turns on being a victim, surface swimmer and line tender. The XPO and I supervise the training," said Saindon. "There are great risks when doing these types of

rescues, we do this training in order to minimize those risks. At the end of the training, we conduct a debriefing with the crew and talk about what they have learned and what they need to improve on."

"I want my crew to be prepared for whatever situation comes up. That's why I implemented this training here," said Saindon.

Many of the crewmembers at the station never had beach side rescue training before they arrived there.

"This was the first unit that I've been stationed at that we've had beach side rescue training. I'm a storekeeper and don't usually go out, so this training definitely helps out a lot," said SK2 Marques Johnson.

"Everybody enjoys the training. It gives us a chance to get out of the office and learn something new," continued Johnson.

The instructional guides that Station Morro Bay uses to train for these rescues are very similar to the surface swimmer qualifications used on cutters.


"We use all Coast Guard authorized surface swimmer equipment when training and performing the beach side rescues. We also count this training towards our open ocean swim for boat crew qualifications," said Saindon.

The station has one government vehicle dedicated to carry all the equipment needed to perform these rescues.

"The GV is outfitted with dry-suits, life jackets, helmets, 500 feet of nylon line, extra radios, and so on. Basically everything we need to have in the vehicle we have," said BM1 John Rose, executive petty officer of Station Morro Bay.

When possible, the station organizes with local authorities on these rescues and acts as a backup to them.

"The cooperation we get from the local authorities is great," said Saindon. "According to commandant instructions, when it comes to beach rescues, local authorities take the lead in the situation."

But when local authorities can't respond, Station Morro Bay has the training to get the job done. 

RESCUE METHODS

MK3 Jean Anhorn tends a line for a surface swimmer at Station Morro Bay, Calif. The raised line is attached to the swimmer and is kept out of the surf to lower drag.



PA3 DAVE HARDESTY, PADET SAN PEDRO

Ensuring a future

Story and photos by PA3 L. F. Chambers, LantArea

There was a clamor of voices and steel-toed boots on the fishing boat's slick decks as the boarding team from the 210-foot CGC Reliance scrambled over the gunwales of the rust-stained vessel. The five-foot chop joggled the bright orange Coast Guard boat against the hull as the coxswain positioned the small boat for another boarding team member to hop over.

Once aboard, the boarding officer sought out the master while other members of the team conducted a safety check before climbing into the icy hold to look over the catch.

.....

That morning, the boarding team spent hours clamoring onto fishing boats off the coast of Virginia, measuring nets, looking for illegal catches and inspecting safety equipment. "Our job is to be on scene," said Cmdr. Graham Stowe, the Reliance's skipper. "Fishery

resources are finite, and they must be managed."

The Reliance, as members of the crew are quick to point out, is the oldest in its class – the cutter was commissioned some 41 years ago. Despite their ship's age, the crew has conducted drug enforcement, illegal migrant enforcement and fisheries enforcement patrols during the last year, ranging from the North Atlantic to the Caribbean Sea.

Lt. Michael Fredie, the operations officer on the cutter, stressed the importance of their fisheries mission here. "Protecting these restricted areas really affects every honest fisherman in the United States. These are limited resources and we help make sure they don't disappear forever."

INSPECTION TIME

right: Offal from fishing nets litter the deck of a fishing vessel as Seaman Rory Ferguson and Seaman Thomas Bremer, members of a CGC Reliance boarding team, conduct an initial safety inspection Jan. 13.

GOING DOWN

Far right: A boarding team is lowered in a small boat from the Portsmouth, N.H., based CGC Reliance Jan. 11.

NET INSPECTION

Below: Seaman Rory Ferguson and Seaman Thomas Bremer measure the twine top on a scallop dredge to ensure compliance with fisheries regulations.



e for fisheries

Preserving Resources

A United Nations Food and Agriculture Organization report on the status of world fisheries estimated there is a sustainable 80-million-metric-ton catch available worldwide. In 1999 alone, more than 90 million tons were taken.

According to the Coast Guard's office of law enforcement, commercial and recreational fisheries annually contribute an estimated \$50

billion and \$24 billion, respectively, to the U.S. economy.

.....

The United States has taken powerful steps to balance economic viability with the protection of fisheries resources in its territorial waters. The driving force behind those steps is a piece of legislation called the Magnuson-Stevens Fishery Conservation and Management act of 1976, which established a 200 nautical mile

boundary for U.S. fisheries, called the Exclusive Economic Zone.

A 1996 amendment to the law, known as the Sustainable Fisheries Act, imposed additional requirements on federal fishery managers to better protect fish resources.

.....

Regional fishery management councils created under the act develop management plans for the species under their jurisdiction. The National Marine Fisheries Service, a



part of the National Oceanic and Atmospheric Administration, approves and implements those plans. The Coast Guard, along with state and federal law enforcement partners, is charged with enforcing these regulations.

That means the Coast Guard has the power to terminate a fishing voyage or to seize an illegal catch, but the case is handed over to NMFS at the docks for prosecution.

.....

"We are mandated by Congress to enforce federal fisheries laws," said Lt. Cmdr. Jeff Randall, chief of law enforcement at the Fifth Coast Guard District offices in Portsmouth, Va. "Our two main goals are to protect fish stocks and ensure an even playing field among all participants."

Since 1990, the Coast Guard has been stepping up patrols of the EEZ, said Randall. "We have to ensure an effective at-sea presence, both on the water and in the air."

The Coast Guard's increased patrols in fishing grounds certainly makes a difference, said Jimmy Ruhle, a third-generation fisherman with 40 years of experience in the industry. Based in Wanchese, N.C., he is a North Carolina representative on the Mid-Atlantic Fishery Management Council.

.....



JOB DONE

A boarding team from the CGC Reliance disembark a scalloper after a law-enforcement boarding.

"Enforcement of these fisheries is critical," he said. "There will always be a handful of bad players and the industry needs to be monitored."

He has watched the state of fisheries improve greatly since the Coast Guard increased patrols. "I'm seeing as many fish now as I ever did," he said. "Fisheries management and enforcement have been successful as a result of NMFS and the Coast Guard working with and listening to the industry."

Building Relationships

Ruhle pointed to the working relationship the Coast Guard has fostered with fishermen in the Mid-Atlantic. "Even if the fisherman doesn't have all the safety gear on board — say he's missing an immersion suit — the Coast Guard will loan him one to make sure he's safe and let him finish his trip."

Lt.j.g. Eric S. Burley, one of the Reliance's boarding

officers, said preventative search and rescue is always a major part of the crew's fisheries missions. "The biggest thing we've found on this patrol is safety gear issues," he said. When a boarding team finds problems with life-saving gear, they fix it for the fishermen whenever possible, he added. Just that morning, his boarding team had repaired a wire connecting a lifeboat to the deck of a fishing boat.

"We understand the fishermen have a fine line to walk between making money, maintaining safety and not overfishing," said Chief Petty Officer Jason Vanderhaden, a boarding officer on the Reliance.

.....

Equally important for effective fisheries enforcement are strong relationships with state agencies, with memoranda of agreement to enforce various state and federal laws, said Randall.

"We work closely with our federal and state partners to pursue the mission," said Randall. "There's a lot of overlap in federal and state laws," he said. "That requires close partnerships at the state level."

Colonel Lewis Jones III, deputy chief of the Virginia Marine Police, cited several patrols where his officers have enforced federal fishery laws from Coast Guard platforms. A joint enforcement agreement with NOAA authorizes his officers to enforce federal fishing laws. The Coast Guard's relationship with his force is bolstered by joint search-and-rescue cases and training. Additionally, about 10 percent of his officers are Coast Guard reservists, he said.


Homeland Security and Fisheries Enforcement

In the course of boarding fishing vessels, Coast Guard boarding teams may encounter other violations that go beyond the narrow focus of fisheries, said Randall. Often illegal migrants are discovered on the vessels. In the Pacific, fishing boats have been used to smuggle cocaine, he said.

The Reliance's previous patrol was all counter-narcotics, said Stowe. "We're able to switch to fisheries without much trouble," he said. He pointed out that the Reliance is always on call for search and rescue and migrant interdiction as well.

Both Burley and Vanderhaden highlighted the amount of work that goes into their fisheries mission on the cutter. "The same people who were on boardings or boat-lowering details this morning are running combat training this afternoon," said Vanderhaden.

After barely more than a week into this patrol, they had already inspected 11 scallop and flounder boats in the Mid-Atlantic.

The crew of the Reliance and other Coast Guard units will continue to work diligently to protect America's fisheries, Randall said. "Our nation's fishery resources are still an important segment of many coastal communities," he said. "Effective fisheries enforcement is essential to ensure the protection of these resources for generations to come." 

GUNS READY

A crewman mans a machine gun in an underway general quarters drill on the CGC Reliance Jan. 13.



Inspired by the

Story and photos by PA2 Brooksann Anderson, 14th Dist.

Smiles shine on every face. Every teenager in the room looks like he or she could stay here forever—enjoying activities like football, jenga, dancing, food, and friends. It is a beautiful Saturday afternoon in March and it is hard to believe that this is their first trip outside the Institute for Human Services in Honolulu, a shelter for disadvantaged families, since they moved in.

“This is the best day ever,” said one of the many happy 16-year-olds.

Who do they have to thank for this break in the usual routine?

Fresh out of high school and a graduate of Coast Guard boot camp just short of a year ago, Seaman Angelina Holland organized every detail of the trip and even paid for it herself.

“I overheard some of the teens complaining one day about how they never go anywhere. So I thought, what can I do?” said Holland.

Stationed as an administrative assistant in the Work Life Center at the U.S. Coast Guard Integrated Support Command Honolulu, Holland volunteers with a large group of teenagers ages 13 to 18 at IHS twice a week. But that is not all. She also volunteers with the Hawaiian Humane Society, her church, chairs the Coast Guard Ball decorations committee, is active in the Partners in Education program and has just volunteered to be one of the health promotion coordinators at I.S.C. Honolulu.

“Her spirit, stamina and positive outlook have been a welcome addition to the Work Life Center,” said Lt. Cmdr. Walt Wrzesniewski, the Work-Life supervisor.

“Seaman Holland is a professional woman committed to her duties, whether on the job or as a volunteer.”

She may be new to the Coast Guard; however, Holland is not new to helping others. Her own family often lived off the charity of others and taught her to always give freely of herself.

“My grandma used to take me with her to retirement homes, and we would visit with people and dress up like clowns,” she said. “My dad was a missionary and my mother was constantly signing me up to help with projects at our church. Volunteering was always a big part of our life.”



For Holland, the Coast Guard was her first and only choice after high school. “I was exposed to the Coast Guard a lot growing up. I would see the helicopters patrolling and the Coasties helping to clean up the beaches,” she said. “The Coast Guard’s humanitarian mission really grabbed me!”

She wanted to share her love of the Coast Guard with the teenagers at the shelter. So with a lot of determination, Holland set out to organize a field trip, one where the teenagers could be without their parents, in a safe environment and just have some fun.

gift of giving

She asked the Coast Guard Morale and Wellness office if she could use the gym on base for a couple of hours on a Saturday for fun and games. Holland said, "That was the easiest part."

After that she had to get signed permission slips from each of the teenager's parents, solicit more volunteers to help with the management of the teens and their activities, and purchase enough food for everyone.

As volunteers signed up to help and parents signed the permission forms, she was left with the problem of finding catering on a tight budget. Then she had a stroke of good luck.


Holland stopped at an Italian restaurant in Honolulu named Riga Tony's for dinner one night and when she walked out, she and the owner had come to an agreement. He would cater the field trip for almost nothing, if she would just make sure to mention his restaurant.

"He was a blessing," said Holland.

Having solved all the big problems she had to sit back and hope everything fell into place. The trip was a huge success with the teens. They had a blast and couldn't be more grateful.

"We love her like a sister. She is easy to talk to and is always smiling or making us laugh," said one of the pleased 15-year-olds. "She even got us away from our parents for the day. There is a lot of trust between us."

Holland is just getting started. "I hope to plan a camping trip and a fundraiser to help pay for it," Holland said.

With Holland's help, the teenagers may be a little happier in the face of their adversity. Wrzesniewski said, "Seaman Holland shows how to meet the challenges of life and become better, not bitter." 



TEAM EFFORT

Left: A teenager assists Holland in teaching how to properly use the weight lifting equipment in the Coast Guard ISC gym, where they are enjoying a field trip.

LOTS OF LAUGHS

Seaman Angelina Holland enjoys many laughs with teens from the Institute of Human Services in Honolulu, where she volunteers twice a week.

Small Stuff

Coast Guard diving program — As long as people have sailed the oceans, there have been myths of the deep. Tales of sea serpents, mermaids and giant octopus were spun by bored or mischievous sailors intending to impress and frighten. While less fantastic, there are a few lingering myths surrounding the Coast Guard Diving Program as well.

One myth is that it is difficult for qualified applicants to receive assignments to diving units. Nothing could be further from the truth. With the addition of new dive teams at all 13 Maritime Safety and Security Teams, the opportunities for becoming a Coast Guard diver have never been better. In the past two years, 80 percent of qualified applicants received assignments to diving units. Unfortunately, only three completed applications were received this assignment year.

Another myth is that the diving community is only open to men. The numbers seem to reinforce this myth, but the program is trying to do better. Since 1997, eight of nine female diver candidates have completed diver training. These Coast Guardsmen participated in every aspect of the intensive training regimen. One of them, Lt. J.g. Kellee Gaffey of the CGC Polar Sea, earned the Honor Person designation for graduating first in her Basic Diving Officer class.

A third myth is that diver candidates have to be olympic-caliber athletes to succeed in the physically demanding training. In general, individuals who pass the physical fitness screening survive, if not thrive, in the daily physical training. While it would be inaccurate

to call the training easy, the Coast Guard typically has a 80-85 percent graduation rate.

A final myth is that individuals need to have prior diving experience or certification to be eligible for the Coast Guard Diving Program. While people with some kind of diving certification usually feel more comfortable and confident in the water, it is not a requirement. And sometimes, when divers are too set in their ways to accept Navy diving procedures, their experience can actually be a hindrance.

Coast Guard dive teams are assigned to buoy tenders in the 14th District, polar icebreakers and Maritime Safety and Security Teams. At these units, divers perform a variety of missions, from buoy tending in the Central Pacific to science support in the polar regions and security diving operations in ports around the country.

There are no guarantees that a completed diving application will result in orders to a diving unit, but it is well worth the effort to try. The application process is detailed at <http://cgweb.comdt.uscg.mil/g-ocu/programs/dive/application.htm>.

To find out more about diver training, check out the Naval Diving and Salvage Training Center at <https://www.npdc.navy.mil/ceneoddive/ndstc/index.cfm>. If you have any questions, please contact Lt. Matt Funderburk, the diving program manager, at MFunderburk@comdt.uscg.mil or Lt. Mike Reagan, the Coast Guard liaison officer NDSTC, at Michael.Reagan@navy.mil.
Lt. Matt Funderburk, G-OCU-3



Shipmates

CGC Unimak reunion

The Unimak was the last of its class and served the country for 45 years. It was returned to the Navy in 1988, decommissioned and sunk off the coast of Virginia where it still serves by acting as an artificial reef. The reunion is scheduled Sept. 9-11, 2005.

Location: Radisson New London Hotel
35 Governor Winthrop Blvd
New London, CT 06320
860-443-7000

Cost: Rooms at the Radisson New London Hotel are \$89.00 per night for this event and reunion cost is \$50 per person.

You can get details on the reunion and registration forms at www.unimak379.org

You can also contact:

John Cadarette, 11 Ruth Ave. Griswold, Conn. 06351
Phone: 860-376 5452 between 6:00 and 10:00 p.m.
Email: cadmando@myeastern.com

The best source for information is the Web site. It has all the current details, as well as a list of shipmates who report that they will be attending. If you have any questions please feel free to contact John Cadarette either via the information listed above, at his work phone 860-448-3177 ext. 4704, or email at jcadarette@trivininc.com.



Housing

Unaccompanied members E-4 and above, are entitled to Coast Guard-leased quarters or BAH. BAH is provided for E-4, on a funding-available basis. E-3 members are eligible for leased housing on a space-available basis after being aboard for a period of six months, completing inport and underway qualifications, and Damage Control Proficiency Qualification Standards.

Facilities

The Active moors at Group/Air Station Port Angeles, which has a gym and an exchange. The Active also has gym equipment on board.

Weather

Port Angeles enjoys temperatures ranging from the 30's in the winter to the 70's in the summer. Average rainfall is 25 inches per year.

Greetings from CGC Active

The CGC Active is a 210-foot cutter homeported in Port Angeles, Wash., on the Strait of Juan de Fuca. Its primary missions include search and rescue, maritime law enforcement, homeland security and national defense. In addition to its diverse mission capability, the Active also participates in public relations activities such as the Seattle Sea Fair.

"Lil' Tough Guy," as the Active is also known, has received several awards in recent years for outstanding service to the maritime community. In August 1998, the Active participated in a cooperative counter-drug operation with Mexican authorities that resulted in the interdiction of the fishing vessel Lady Dounia and the seizure of 2.6 metric tons of cocaine. The Active earned a Special Operations Service Ribbon for a November 1998 counter-drug operation with Canadian authorities resulting in the apprehension of the fishing vessel Blue Dawn and the seizure of 14 tons of hashish. In 2000, the Active received a Coast Guard Meritorious Unit Commendation for the interdiction of the Mexican fishing vessel Valera, resulting in the seizure of 5.5 tons of cocaine. On May 2, 2001, the Active seized the Belize-flagged fishing vessel Svezda Maru with 13.2 tons of cocaine, the largest cocaine seizure by a cutter in maritime history, and was awarded a Meritorious Unit Commendation Award.

The Active was launched at Sturgeon Bay, Wis., on July 31, 1965, and commissioned on Sept. 1, 1966. It

displaces approximately 1,000 tons and draws 10 feet of water. The Active is powered by two diesel engines, combined for a total of 5,000 HP. Quarters are provided for up to 12 officers and 70 enlisted members. The Active's cruising range is 5,000 miles at 15 knots, designed with an operating endurance of 30 days. Its armament consists of a single 25mm gun on the fore-castle. Two .50 caliber machine guns can also be mounted on the fore-castle, bridge or fantail. The Active has a flight deck that allows for the deployment of a HH-65 Dolphin helicopter or a MH-68 Stringray helicopter.

The Active's deployments are scheduled for 40-50 days. Inport periods for maintenance are scheduled between deployments, lasting four to six weeks. Every four years the cutter undergoes a major drydock availability lasting six to eight weeks.

Port Angeles is a small coastal town at the foothills of the Olympic Mountains. The Olympic National Park offers a variety of both summer and winter activities including hiking, camping, skiing, swimming, boating and fishing. There is a golf course east of town. Port Angeles is host to a variety of festivals throughout the year, including the Clallum County Fair and the Port Angeles Heritage Weekend. Beautiful Victoria, Canada, is only an hour away by ferry and offers many attractions such as Butchart Gardens and the Empress Hotel.

Story by Ensign Meredith Jennings, CGC Active

Check out Coast Guard career opportunities! Call 877-NOW USCG



STOKED

BM1 Brian Kuhar of Station Boston demonstrates the use of a rescue stokes litter while conducting a tour of a Coast Guard motor life boat docked at the John Joseph Moakley Federal Court house in Boston April 23. The tour was given to children of employees of the U.S. District Attorney's Office.

Photo by PA3 Luke Pinneo, 1st Dist.